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Germany (Soviet Zone)

REPORT NO. [REDACTED]

Neuruppin Airfield

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EVALUATION see below

PLACE OBTAINED [REDACTED]

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DATE OF CONTENT [REDACTED]

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DATE OBTAINED [REDACTED]

DATE PREPARED 24 April 1952

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

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- 25X1 1. At 9:30 a.m. on 25 February 1952, a swept-back jet fighter with [REDACTED] 25X1  
25X1 [REDACTED] and a two-man crew took off from Neuruppin airfield. The same  
plane was observed at the take-off point after about 30 minutes. The  
following take-offs and landings were made by this plane:

<u>Take-off</u>	<u>Landing</u>
2:20 p.m.	2:26 p.m.
2:34 p.m.	2:42 p.m.
3:03 p.m.	3:10 p.m.
3:20 p.m.	3:28 p.m.
3:36 p.m.	3:44 p.m.

After the landing at 2:42 p.m., at least one member of the crew was changed. Between 8 and 9 a.m. on 13 March, two north-bound formations, one of 12 and the other one of 16 swept-back jet fighters, crossed Neuruppin at an interval of about 20 minutes. The formations probably came from other airfields since [REDACTED] Flying at Neuruppin airfield started only after 12:00 a.m. On 14 March, eight swept-back jet fighters without auxiliary fuel tanks took off. Immediately after the take-off, they formed two flights of three and a flight of two between the other two. Subsequently, the three flights formed an echelon formation, the individual aircraft flying slightly above each other. The distance and interval between the individual planes was three aircraft lengths and three wing spans respectively. The planes flew at an altitude of about 400 meters. On 17 March, five individual single-engine, low-wing monoplanes crossed over the field in the morning and a formation of two single-engine, low-wing monoplanes crossed over in the afternoon.

2. On 13 March, individual two-seater jet aircraft crossed the field twice during the morning and four formations of four swept-back jet planes flying behind each other at intervals of 40 to 50 meters crossed in the afternoon. During the morning of 19 March, individual swept-back jet aircraft flew over the field and one swept-back jet plane engaged in aerobatics for about 15 minutes. In the afternoon, three formations of three swept-back jet planes were observed crossing the field. The planes flew individually about 200 meters apart when approaching to land. On the morning of 20 March, two formations of seven swept-back jet aircraft each flew in line at an

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altitude of about 1,000 meters with a distance of three wing spans between the individual planes. The aircraft approached in line about 200 meters apart. In the afternoon, three formations of two swept-back jet planes were observed flying. The exhaust trails of two planes flying in formation were observed. About 4 p.m., a swept-back jet fighter practiced aerobatics. At 5:25 p.m. on 21 March, two swept-back jet fighters crossed the town at a low level. Between 7:45 and 7:55 a.m. on 20 March, 10 swept-back jet planes, 2 single-engine, low-wing mono-planes and 1 biplane were counted at the field.

3. At 8:33 a.m. on 10 March, eight MiG-15s took off from the field. There was a good visibility. The planes landed at 9:07 a.m. On 16 March, a new eight-circuit telephone line which extended from the airfield as far as Hildberg was observed.

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4. On 1 April, 2 jet planes, 1 single-engine monoplane with a radial engine and 1 Po-2 were parked at the field. There was flying by eight MiG-15s in groups of two and local flying by a Po-2.

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5. On 18 March, flying started at 7:30 a.m. in good weather. Eight MiG-15s and type-29s practiced flying in squadron wedge and squadron line formations. Although the squadron formations changed, the flights always flew in V-formation. The practices were not performed well. The eight MiG-15s and type-29 planes took off for the first time at 7:30 a.m. and flew for 32 minutes. Subsequently the aircraft again took off and flew for 30 minutes. Flying continued until about 5 p.m. On 19 March, the same formations were practiced more carefully. Three flights lasted for 30, 32 and 33 minutes respectively. On 21 March, eight MiG-15s and type-29 planes took off for formation flying at 11:30 a.m. and landed at 12:04 p.m. Two MiG-15s were towed in front of the hangar, probably because of engine trouble. Six MiG-15s took off at 1:40 p.m. and landed at 2:18 p.m. After the landing, each plane was refueled by a tank truck. Refueling of all planes took 22 minutes. The aircraft again took off at 3:02 p.m. and landed at 3:33 p.m. On 23 March, three biplanes took off for local flights at 12:50 p.m. and landed at 1:10 p.m. at 1:45 p.m. a MiG-15 took off and made six simulated attacks at a ground target east of Hasenberg. About 500 meters east of Hasenberg, there was a cone-shaped straw or hay stack 5 to 6 meters high which was apparently used as an auxiliary target by the plane. At each approach, two men came from the direction of the straw stack and unrolled a cloth about 1.5 meters wide, about 50 meters from the stack.

6. After 21 March, no work was done on the telephone line toward Neustadt/Dosse, which had six wires so far. The following fuel shipments arrived on the spur track at the field:

<u>Date in March</u>	<u>Time</u>	<u>Number of Tank Cars</u>
18	7:30 a.m.	4
19	"	4
20	"	1
21	"	4
22	"	4
24	"	1

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A relationship between flying activity and incoming fuel shipments led to the assumption that intensive flying followed after the arrival of large-scale fuel shipments while there was no air activity, even in good weather, if no fuel arrived. \*\* On 19 March, the air traffic safety installations in Nietwerder were checked and found to be unchanged. [redacted] with a driver wearing black-bordered light blue epaulets was observed at the field.

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7. Between 31 March and 5 April, motor vehicles [redacted] were observed at the field. During three nights, [redacted] that MiG-15s and single-engine planes were aloft. \*\*\*

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\* [redacted] Comment. The arrival of 18 tank cars within six days appears too high as only 10 MiG-15s are stationed at the field. The large amount of incoming fuel indicates that there was intensive air activity by the new fighter regiment.

\*\* [redacted] Comment. A similar observation was made at other airfields in the Soviet Zone of Germany. The capacity of fuel dumps at the airfields which amounts to about 500,000 liters is not fully utilized.

\*\*\* [redacted] Comment. The report confirms that the new fighter regiment is still equipped with only a few MiG-15s. Flying in formations of up to squadron strength and air-to-ground firing is practiced. According to available information, the regiment in Neuruppin is equipped with fewer aircraft than all the other fighter regiments of the Twenty-Fourth Air Army.

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